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Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meetings

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Date:	November 9, 2011
Case No.:	**2011.0558E**
Project Title:	**Transit Effectiveness Project**
Zoning:	Citywide – N/A
Block/Lot:	Citywide – N/A
Lot Size:	Citywide – N/A
Project Sponsor:	San Francisco Municipal Transit Agency (SFMTA) Julie Kirschbaum, Program Manager
	San Francisco Planning Department
	Debra Dwyer – (415) 575-9031 Debra.Dwyer@sfgov.org

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it Effectiveness Project may also be found at SFMTA's Web
.mtep/tep. To review the draft TEP Implementation
age:
ntep/documents/TEP%20Implementation%20Strategy%20D
1.pdf.

PROJECT OVERVIEW

In an effort to make Muni service more convenient, reliable and attractive to existing and potential customers, the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Office of the Controller have launched a detailed analysis of existing travel patterns and a comprehensive review of service options. The resultant Transit Effectiveness Project (TEP) represents the first major evaluation of transit service provision in San Francisco since the late 1970s. Although the TEP is called the Transit Effectiveness Project, the TEP is a program within SFMTA that is comprised of

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Information about the Transit Effectiveness Project may also be found at SFMTA's Web site at http://sfmta.com/cms.mtep/tep. To review the draft TEP Implementation Strategy, please visit this page: http://www.sfmta.com/cms/mtep/documents/TEP%20Implementation%20Strategy%20Draft,%20April%205,%202011.pdf.

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ENVIRONMENTAL REVIEW PROCESS

The San Francisco Planning Department serves as the Lead Agency and will prepare an environmental impact report (EIR) to evaluate the environmental effects of the proposed TEP Program. The EIR for the TEP will include program-level analyses, as defined in the California Environmental Quality Act (CEQA) Guidelines, Section 15168, as well as project-level analyses for certain components of the TEP. Therefore, the analysis will address the broad environmental effects of the program as a whole as well as project-level impacts of some of the individual proposals, and overlapping effects and cumulative effects of the program as a whole.

The San Francisco Planning Department is holding two **PUBLIC SCOPING MEETINGS**, at the following location, dates, and times:

> One South Van Ness Avenue, 2nd Floor Atrium (at the corner of Van Ness Avenue and Market Street) on Tuesday and Wednesday, December 6 and 7, 2011, starting at 6:30 PM. Translation services in Spanish and Chinese will be provided at these meetings. American Sign Language interpreters, sound enhancement systems and/or language translators are available upon request by contacting Lulu Hwang at 415-558-6318 at least 72 hours prior to the meeting when the service is needed.

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The purpose of these scoping meetings is to assist the San Francisco Planning Department in reviewing the proposed scope and content of the environmental impact analysis, summarized in this Notice of Preparation (NOP), and the information to be contained in the EIR for the TEP. The public will have the opportunity to comment and offer testimony for consideration at these two scoping meetings. Translation services in Spanish and Chinese will be provided at these meetings. Written comment will also be accepted at these public scoping meetings and by the San Francisco Planning Department until 5:00 PM on **December 9, 2011.**

An Initial Study (IS) will be conducted for the proposed projects to focus the environmental topics to be addressed in the draft Environmental Impact Report (DEIR). Upon publication of the IS, there will be a 30-day public review period, during which public comments on the IS will be accepted by the Planning Department. Subsequently, a DEIR will be published, and there will be a 45-day public review period during which public comments on the DEIR will be accepted by the Planning Department. In addition, there will be a hearing on the DEIR before the San Francisco Planning Commission during the DEIR public review period. Following that, the Planning Department will respond to all comments on environmental issues received on the DEIR and prepare a Comments and Responses (C&R) document. Once the C&R document has been issued, the Planning Commission will consider certification of the EIR for the TEP.

PROJECT DESCRIPTION

TRANSIT EFFECTIVENESS PROJECT

The TEP is a program of projects that includes a series of transit service improvements and concurrent necessary transit capital investments designed to improve safety and service reliability and to reduce transit travel time. The TEP is comprised of four components: service policy framework, service improvements, service-related capital projects, and transit travel time reduction proposals, each of which are described in this document.

SERVICE POLICY FRAMEWORK

The TEP proposes a new Service Policy Framework (Policy Framework) to replace existing service standards that traditionally have been published in SFMTA's Short Range Transit Plan. The Policy Framework clarifies how investments should be made to the Muni system and establishes guidelines for minimum service levels, crowding, stop spacing and service performance. The Policy Framework defines the transit network and organizes Muni services into four distinct service types and levels of transit priority infrastructure:

- **Rapid Network:** These frequent, heavily-used bus routes and rail lines make up the backbone of the Muni system and would be high priorities for service and customer amenity enhancements.
- **Local Network:** These essential bus routes complement and connect to the Rapid Network, allowing customers to get to most destinations in San Francisco with no more than one transfer.
- **Community Connectors:** This category includes lightly-used bus routes that circulate through San Francisco's hillside residential neighborhoods and fill in gaps in coverage to connect customers to key transit hubs.
- **Specialized Services:** These routes are tailored to serve a particular market at limited times of day, and include express routes, commuter connections to BART and Caltrain stations, and ballgame service.

As part of the Policy Framework, stop spacing and frequency guidelines are being evaluated, as are policies relating to transit priority on city streets. TEP policies are being defined in the following key areas:

- Network Definition – whether a route is classified as Rapid, Local, Community Connector or Specialized Services.
- Service Frequency – how frequently the bus arrives by time of day.
- Span of Service – the range of hours over which services are operated, for example, 6 a.m. to 10 p.m.
- Stop Spacing Guidelines – minimum and maximum distance between stops to reflect the block spacing by neighborhood.
- Maximum Loads – the largest number of passengers simultaneously riding a transit vehicle during service.
- Passengers per Revenue Hour – the number of passengers on board per hour of scheduled service.

SERVICE IMPROVEMENTS

A comprehensive evaluation of transit service was performed by SFMTA staff with supportive data analysis and market research to inform decision-making for a network restructuring. Studies were performed on route and line performance, travel time, reliability, and ridership. This information was incorporated with data on existing and future travel patterns within the City and the region and findings on customer preferences and needs to develop a set of transit service improvement proposals. Initial proposals were vetted through dozens of community meetings with critical stakeholders and elected officials. The final proposals reflect this input. Proposed TEP service improvements include:

- Creation of new routes, redesign of routes, or addition of service to new streets.
- Elimination of unproductive existing routes or route segments.
- Vehicle type changes.
- Frequency and span of service changes.
- Changes to mix of local/limited/express service.
- Other changes, such as new express service stops, expansion of limited service on weekends, and expansion of other service on weekends such as the addition of a day of service.

A summary of the proposed TEP service improvements is provided in Table 1, below. No service changes are proposed for Muni lines that are not listed in Table 1. Service on those lines is expected to remain as under existing conditions.

Table 1 - Proposed TEP Service Improvements

Transit Line	New Route	Route Elimination	Change to Route Alignment	Change to Frequency	Change to Vehicle Type	Other Changes*
E Embarcadero	X					
F Market-Wharves				X		
J Church				X		
K-T Ingleside-Third				X		
L Taraval				X		

Transit Line	New Route	Route Elimination	Change to Route Alignment	Change to Frequency	Change to Vehicle Type	Other Changes*
M Oceanview				X		
N Judah				X		
1AX California Express				X		X
1BX California Express				X		X
2 Clement				X		X
3 Jackson		X				
5 Fulton/ 5L Fulton Limited	X			X		X
6 Parnassus			X	X		
8X Bayshore Express (formerly 9X)			X	X		
8AX Bayshore Express (formerly 9BX)				X		
8BX Bayshore Express			X	X		
9 San Bruno				X		
9L San Bruno Limited				X		
10 Townsend			X	X		
11 Downtown Connector	X					
12 Folsom-Pacific		X				
14 Mission					X	
14L Mission Limited				X	X	X
16X Noriega Express			X			
17 Parkmerced			X	X		
18 46th Avenue			X	X		

Transit Line	New Route	Route Elimination	Change to Route Alignment	Change to Frequency	Change to Vehicle Type	Other Changes*
19 Polk			X			
21 Hayes				X		
22 Fillmore			X	X		
23 Monterey			X			
24 Divisadero				X		
27 Folsom			X	X		
28 19th Avenue			X	X		
28L 19th Avenue Limited			X	X		X
29 Sunset			X	X		
30 Stockton				X	X	
30X Marina Express				X		
31 Balboa				X		
31AX Balboa Express						X
31BX Balboa Express						X
32 Roosevelt	X				X	
33 Stanyan			X			
35 Eureka			X	X	X	
36 Teresita			X	X	X	
37 Corbett			X	X	X	
38L Geary Limited				X		X
38AX Geary Express						X
38BX Geary Express						X

Transit Line	New Route	Route Elimination	Change to Route Alignment	Change to Frequency	Change to Vehicle Type	Other Changes*
39 Coit					X	
41 Union				X		
43 Masonic			X	X		
44 O'Shaughnessy				X		
47 Van Ness			X	X		
48 Quintara-24th Street			X	X		
49L Van Ness-Mission Limited				X		X
52 Excelsior			X	X		
54 Felton			X	X		
56 Rutland			X	X	X	
58 24th Street	X					
66 Quintara					X	
71/71L Haight-Noriega				X		X
76 Marin Headlands (Sundays Only)			X	X		X
88 BART Shuttle				X		
91 Owl A			X			
91 Owl B			X			
108 Treasure Island				X		

Note:

* "Other Changes" includes miscellaneous service improvements such as new express service stops, and expanding limited-stop service to Sundays, and the addition of a day of service for a route.

SERVICE-RELATED CAPITAL PROJECTS

While some service improvements can be implemented with relatively little capital investment, other changes require associated infrastructure improvements. Three categories of projects are proposed to support service improvements: overhead wire expansion, transfer and terminal point improvements, and systemwide capital infrastructure. TEP capital projects to support service improvements are shown on Figure 1 on p. 10, and are presented in Table 2 on pp.12-13.

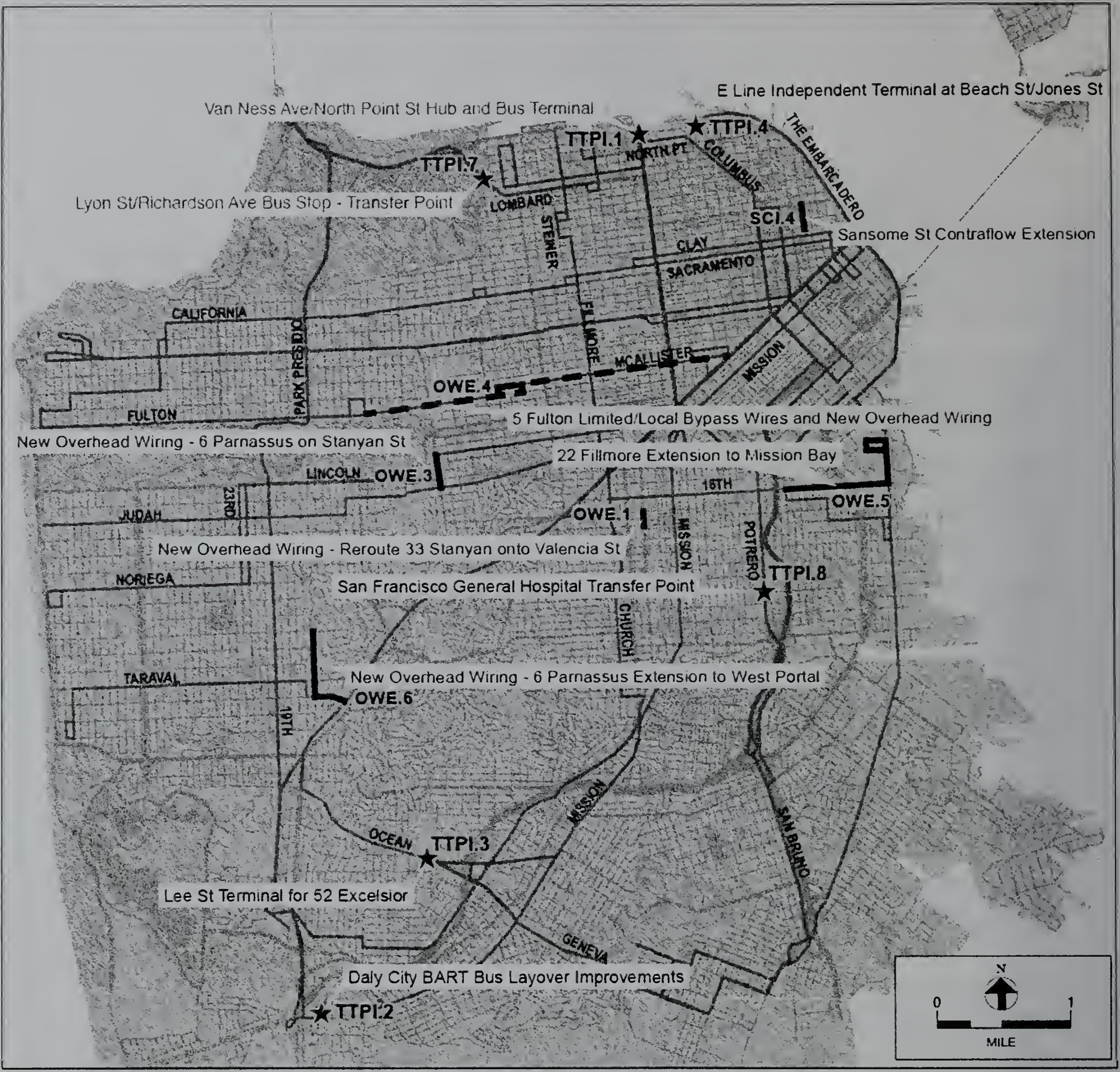
TEP capital projects are split into two categories: project level and program level. The designs for the project-level capital projects have been refined such that they may be presented for public input and analyzed at a project level. Designs of the program-level capital projects are expected to be developed at a later date and would require subsequent environmental review. However, should adequate information for analysis of a program-level capital project become available during this environmental review process, then that capital project may be analyzed at a project level.

Overhead Wire Expansion (OWE)

Overhead Wire Expansion (OWE) would include investments in the overhead wire system that would result in the installation of additional overhead wires for electric trolleys. OWE projects would allow Muni to utilize electric trolleys on additional streets and would allow trolleys to pass one another on existing trolley lines. This would improve service on the system's busiest corridors, increase transit access, and provide more reliable and streamlined service. Additionally, these investments would accommodate planned service improvements and improve terminal operations.

Terminal and Transfer Point Improvements (TTPI)

Terminals and transfer points are stops that accommodate substantial customer interchanges and/or transit vehicle layovers. Some of the TEP route changes would require additional buses to layover and/or customers to transfer at new locations. The TEP proposes six Terminal and Transfer Point Improvements (TTPI). Capital investments associated with TTPI would include new switches and overhead work, expanded areas for bus layovers, on-street parking reconfiguration, and new operator restrooms.


E Line Independent Terminal at Beach St/Jones St
Van Ness Ave/North Point St Hub and Bus Terminal
TTPI.1
TTPI.4
TTPI.7
Lyon St/Richardson Ave Bus Stop - Transfer Point
NORTH PT
COLUMBUS
THE EMBARCADERO
LOMBARD
STEINER
SCI.4
Sansome St Contraflow Extension
CLAY
SACRAMENTO
CALIFORNIA
PARK PRESIDIO
FILLMORE
MCALLISTER
MISSION
OWE.4
FULTON
5 Fulton Limited/Local Bypass Wires and New Overhead Wiring
New Overhead Wiring - 6 Parnassus on Stanyan St
22 Fillmore Extension to Mission Bay
LINCOLN
OWE.3
16TH
OWE.5
JUDAH
23RD
OWE.1
MISSION
POTRERO
New Overhead Wiring - Reroute 33 Stanyan onto Valencia St
NORIEGA
TTPI.8
San Francisco General Hospital Transfer Point
CHURCH
New Overhead Wiring - 6 Parnassus Extension to West Portal
TARAVAL
OWE.6
19TH
MISSION
SAN BRUNO
OCEAN
TTPI.3
Lee St Terminal for 52 Excelsior
GENEVA
Daly City BART Bus Layover Improvements
TTPI.2
N
0
1
MILE

SOURCE: SFMTA, Turnstone Consulting

Legend

TTPI: Terminal and Transfer Point Investments (★)

SCI: Systemwide Capital Improvements (━━)

OWE: Overhead Wire Expansion (━━*)

*▬ ▬ indicates location to be determined

Muni Rapid Network (——)

Note: The specific locations for OWE.2 Bypass Wires at Various Terminal Locations and SCI.1 Accessible Rail Platforms are still being considered by SFMTA staff, and cannot be accurately mapped at this time.

FIGURE 1 - PROPOSED TEP CAPITAL PROJECTS

Systemwide Capital Improvements (SCI)

Systemwide Capital Improvements (SCI) would include new accessible rail platforms to improve system accessibility across the rail network and a "transit-commercial" contraflow[1] lane on Sansome Street to optimize bus routing.

Table 2 - Proposed TEP Capital Projects to Support Service Improvements

TEP Ref #	Project Name	Project Description
OWE.1	New Overhead Wiring – Reroute 33 Stanyan on to Valencia Street	Construct new overhead wire to allow the 33 Stanyan to be rerouted on to Valencia Street between 16th and 18th Streets. This would reduce friction with Mission Street buses to improve the reliability of Mission Street transit services and would improve connections to the 22 Fillmore at the 16th Street BART Station.
OWE.2	Bypass Wires at Various Terminal Locations	Install bypass wires to improve terminal operations where multiple trolley routes share a terminal. This would allow buses to pass each other. These could be located at: Fourth and Townsend Streets, Lyon and Union Streets, and Presidio and Sacramento Streets.
OWE.3	New Overhead Wiring – 6 Parnassus on Stanyan Street	New overhead wires from Haight Street to Parnassus Avenue (0.3 mile) that would allow the 6 Parnassus to operate on the full length of Haight Street. This would increase service on the busiest portion of Haight Street west of Masonic Avenue.
OWE.4	5 Fulton Limited/Local Bypass Wires and New Overhead Wiring	Install bypass wires at strategic locations between Sixth Avenue/Fulton Street and Market Street/McAllister streets, to allow for introduction of a 5L Fulton Limited trolley coach service alongside the 5 Fulton (local) trolley coach service, allowing both services to run concurrently on Fulton Street with electric trolley vehicles. New overhead wires on Fulton Street from Central Avenue to Baker Street and Baker Street from Fulton Street to McAllister Street that would allow the 5 Fulton to avoid congestion and commercial loading on Central Avenue.[2]
OWE.5	22 Fillmore Extension to Mission Bay	New overhead wire on 16th Street between Connecticut Street and Third Street and parts of the UCSF Campus that would provide connections to Mission Bay, including the new UCSF campus and hospital, residential projects, and research facilities. The 33 Stanyan would be re-routed from Potrero Avenue to cover 22 Fillmore service on 18th Street.
OWE.6	New Overhead Wiring – 6 Parnassus Extension to West Portal Station	This project would provide a direct connection for customers on the west side of Twin Peaks and existing customers in the western portions of the Haight and Cole Valley to Muni Metro service at West Portal Station.

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[1] In this instance, contraflow refers to the reversal of a lane of traffic from what was previously a one-way street, such that transit and commercial vehicles can now travel both ways on the street. A portion of Sansome Street, from Market Street to Washington Street, currently operates contraflow.

[2] The new overhead wires support TTRP proposal TTRP.5 for the 5 Fulton and 5L.

TEP Ref #	Project Name	Project Description
SCI.1	Accessible Rail Platforms	Build accessible platforms to expand the number of accessible stops along the surface portions of the light rail system. This would allow people with mobility impairments to better utilize the light rail system.
SCI.4	Sansome Street Contraflow Extension	Extend southbound "transit-commercial" contraflow lane north three blocks on Sansome Street to Broadway using paint, signage, and signal modifications from Broadway to Clay Street. This project is related to the 10 Townsend service change.
TTPI.1	Van Ness Avenue & North Point Street Hub & Terminal	Build enhanced terminal facilities to accommodate proposed route changes, including the 11 Downtown Connector, 28L 19th Avenue Limited, 30 Stockton, 47 Van Ness and 49L Van Ness-Mission Limited. Components include street geometry changes to accommodate transit vehicle movements and to provide adequate on-street layover space.
TTPI.2	Daly City BART Bus Layover Improvements	Expand and reconfigure SFMTA stop and bus layover facilities at the Daly City BART Station to accommodate Muni bus layovers.
TTPI.3	Lee Street Terminal for 52 Excelsior	Create on-street terminal space on newly-planned Lee Street near Phelan Avenue, which is needed to accommodate extending the 52 Excelsior to the City College area to improve customer transfers to BART, and provide additional access to City College.
TTPI.4	E Line Independent Terminal at Jones Stret/Beach Street	Create one block of new track and overhead, switches and boarding island to facilitate independent movement of E and F lines at northern terminus.
TTPI.7	Lyon Street/Richardson Avenue Bus Stop – Transfer Point	Improve transfer point at Lyon Street and Richardson Avenue for the SFMTA's 28L 19th Avenue Limited and Golden Gate Transit (GGT) services. This project would replace the transfer currently at the Golden Gate Bridge toll plaza, which the 28L 19th Avenue Limited would no longer serve. 28 19th Avenue (local service) customers would continue to transfer at the Golden Gate Bridge.
TTPI.8	San Francisco General Hospital Transfer Point	Design and implement new transfer hub between 23rd and 24th streets and Potrero Avenue to make transferring between Routes 9/9L San Bruno/Limited, 10 Townsend, 19 Polk, 48 Quintara-24th Street and 58 24th Street more convenient.

TRAVEL TIME REDUCTION PROPOSALS

The Travel Time Reduction Proposals (TTRP) would implement treatments to reduce delays on the Rapid Network and make transit more appealing for customers. The TTRP draw upon a toolkit of treatments described in more detail below that were designed to reduce transit delay. By applying targeted methods customized to each transit corridor, TTRP are forecasted to reduce travel times by 5 to 25 percent, depending on the corridor segment. When combined with other on-going SFMTA programs and policy changes, such as transit signal priority and all-door boarding, the estimated travel time savings are forecasted to range from 10 to 30 percent.

Transit Preferential Streets Toolkit

The SFMTA developed a Transit Preferential Streets (TPS) toolkit of roadway and traffic engineering changes to be applied along transit corridors to reduce transit travel time. Although the treatments or changes in the TPS toolkit are individually utilized by SFMTA as a matter of routine operations, the TTRP projects below apply the TPS toolkit on the Rapid Network corridors to realize transit travel time savings. The proposed TTRP use a mix of the tools based on the needs of the individual corridor to reduce travel time and increase transit service efficiency.

Transit Stop Changes

Transit Stop Changes would include modifying the spacing between adjacent transit stops, changing the location of a stop, converting a flag stop to a bus zone, or modifying the length of a stop to increase maneuvering space for transit vehicles. Increasing the stop spacing between transit stops would reduce the number of times a transit vehicle needs to stop in order to let passengers board and alight, and would thus improve average travel times. The location of a transit stop could be changed, either by swapping its position relative to the traffic signal (i.e., near side or far side of an intersection), or by moving it to a different intersection. Shifting a transit stop to the far side of an intersection can reduce signal delay, and shifting a transit stop to the near side of an intersection can reduce delay from STOP signs (so that transit vehicles do not have to stop twice at an intersection, once at the STOP sign and then again after passing through the intersection). Transit stops may be installed where they do not currently exist to improve service for customers and provide better visibility for transit operators of waiting customers. Extending the length of a transit stop to accommodate longer or multiple transit vehicles improves the ability of transit vehicles to maneuver in and out of stops. Modifications to transit stop zones may result in the removal of on-street parking spaces. Additionally, the type of use allowed at curbs, such as loading or on-street parking, could be altered to reduce conflicts or potential delays near transit zones.

Replacing STOP Signs with Signals or Other Measures

STOP signs require all vehicles to stop at an intersection. Replacing a STOP sign with traffic signals, traffic circles or other measures would eliminate the need for Muni to stop at intersections.

Transit Bulbs and Boarding Islands

Installing a transit bulb is an engineering measure that extends the sidewalk and curb into the street at transit stops so that buses do not have to exit and re-enter their lane of travel after a stop. It also creates more space on the sidewalk for waiting passengers. The insertion of transit bulbs may result in the removal of on-street parking spaces. Similar to transit bulbs, boarding islands provide a dedicated waiting space for customers located between travel lanes. Buses stopping at transit bulbs and boarding islands have reduced dwell delay since the bus does not need to pull into or out of vehicular traffic and waiting customers have a shorter distance to walk to access the vehicle. In addition, transit islands allow buses to avoid delays caused by right-turning cars waiting for pedestrians and parking maneuvers.

Traffic Striping Changes

Dedicated transit-only lanes, turn pockets, and queue jumps are the type of traffic changes that may be considered for reducing transit travel time. These striping changes allow transit vehicles to move around stopped vehicles at intersections or between intersections. Dedicated transit-only lanes provide an exclusive right-of-way for transit vehicles, allowing relatively unfettered travel along a block, unencumbered by general traffic congestion. Turn pockets allow left- or right-turning vehicles at an intersection to queue in a lane separate from the traffic lane used by transit, thus reducing transit delay. Queue-jump configurations provide an additional travel lane restricted to transit vehicles for a short distance on the approach to a signalized intersection. This additional transit-only lane allows transit vehicles to progress to the front of the queue, reducing the delay caused by the signal and improving the operational efficiency of the transit system. The insertion of turn pockets or queue jumps may result in the removal of on-street parking spaces.

Pedestrian Improvements

The TPS toolkit includes treatments to improve pedestrian safety and access to transit such as upgrading crosswalks, constructing pedestrian refuge islands,[3] and constructing pedestrian bulbs at transit zones. In some instances, pedestrian improvements can also improve transit travel times. For example, curb extensions to shorten crossing distances can increase signal time for bus movements. The addition of pedestrian improvements may result in the removal of on-street parking spaces.

For each of the TTRP corridor segments, general application of traffic engineering changes from the travel time reduction toolkit would be proposed. The combination of tools utilized would be based upon the needs of each individual TTRP project to reduce travel time and increase transit service efficiency.

A range of TTRP treatments is being considered for each corridor segment. The range of TTRP treatments being analyzed would be bracketed by: 1) a moderate set of treatments; and 2) an expanded set of treatments from the Transit Preferential Streets toolkit. The difference between them would be that the expanded alternative may have a greater potential to trigger physical environmental effects such as substantial changes to traffic, bicycle, or pedestrian circulation or similar impacts, whereas the moderate alternative is expected to have fewer physical environmental effects. The TEP public outreach process and further design work would inform the ultimate design of each TTRP corridor segment before implementation.

The selected corridors for the TTRP are split into two categories: project level and program level.[4] The TTRP project- and program-level corridors are shown on Figure 2 on p. 17 and Figure 3 on p. 19, respectively. The designs for the project-level TTRPs have been refined such that they can be presented for public input and analyzed at a project level. Designs of the program-level TTRP proposals are expected to be developed at a later date and would require subsequent environmental review.

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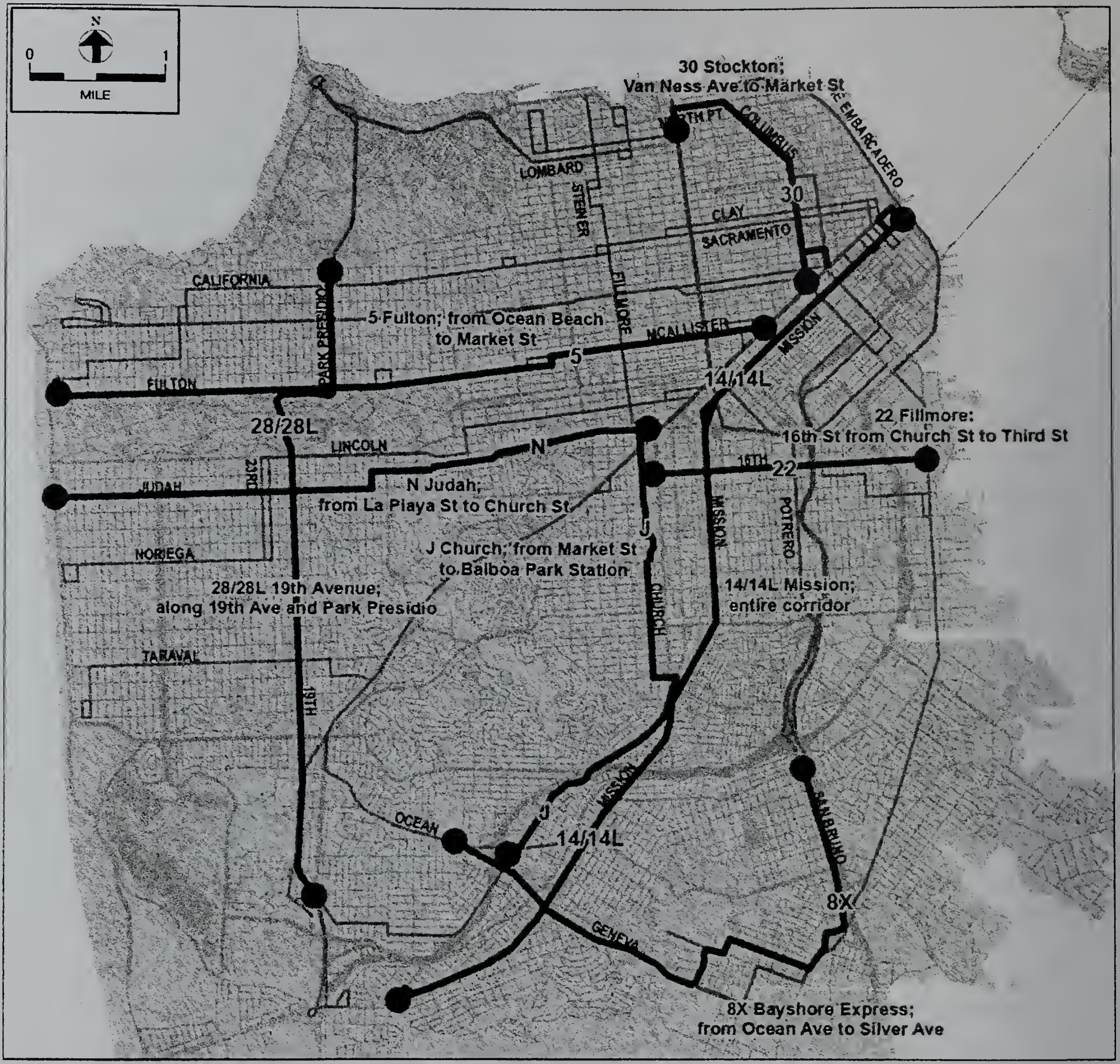
[3] A refuge island, or pedestrian island, is a section of raised pavement or sidewalk that is completely surrounded by asphalt to provide pedestrians a safe place to stop before finishing crossing a roadway.

[4] Some routes or route segments were excluded from the TTRP because these projects, such as the Geary and Van Ness Bus Rapid Transit (BRT), Central Subway, and the Better Market Street projects, are already underway and have or are receiving independent environmental clearance.



SOURCE: SFMTA, Turnstone Consulting

Legend

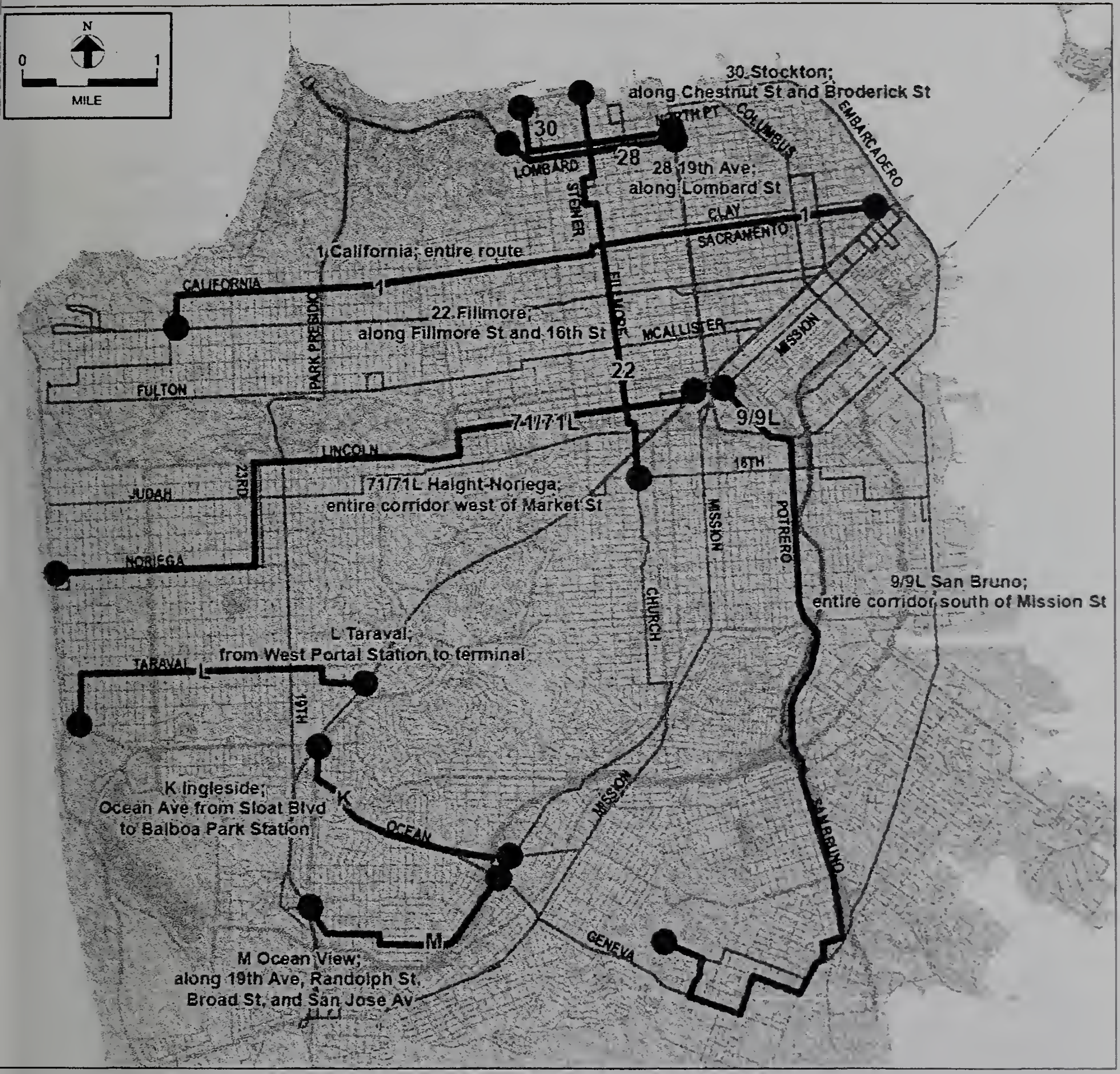
TTRP: Travel Time Reduction Proposals

Proposed Segments (▬)

Segment Endpoints (●)

Muni Rapid Network (——)

FIGURE 2 - TEP PROJECT-LEVEL TTRP CORRIDORS



SOURCE: SFMTA, Turnstone Consulting

Legend

TTRP: Travel Time Reduction Proposals

Proposed Segments (▬)

Segment Endpoints (●)

Muni Rapid Network (—)

FIGURE 3 - TEP PROGRAM-LEVEL TTRP CORRIDORS

However, should adequate information for analysis of a program-level TTRP become available during this environmental review process, then that TTRP proposal may be analyzed at a project level.

Summary descriptions of the TTRP proposals are provided in Table 3, below, and Table 4, on p. 23.

Table 3 – TEP TTRP Project-level Proposals

Project Name (Affected Routes)	Project Description
TTRP.5: 5 Fulton – Market Street to Ocean Beach (5 Fulton)	La Playa Street from Cabrillo Street to Fulton Street, Fulton Street from La Playa Street to Central Avenue or Baker Street, Central Avenue from Fulton Street to McAllister Street, Baker Street from Fulton Street to McAllister Street, and McAllister Street from Central Avenue to Market Street.
TTRP.8X: 8X Bayshore Express – Silver Avenue to City College (8X/AX/BX Bayshore Express, 9 San Bruno, 9L San Bruno Limited)	Geneva Avenue from Ocean Avenue to Santos Street, Santos Street from Geneva Avenue to Sunnydale Avenue, Sunnydale Avenue from Santos Street to Hahn Street, Hahn Street from Sunnydale Avenue to Visitacion Avenue, Visitacion Avenue from Hahn Street to Bayshore Boulevard, Bayshore Boulevard from Visitacion Avenue to Arleta Avenue, San Bruno Avenue from Arleta Avenue to Silver Avenue, and Silver Avenue from San Bruno Avenue to Bayshore Boulevard. Bicycle lanes on Geneva Avenue would be included as part of this proposal.
TTRP.14: 14 Mission (14 Mission, 14L Mission Limited, 49 Van Ness-Mission)	Main Street from Mission Street to Market Street, Market Street from Main Street to Steuart Street, Steuart Street from Market Street to Mission Street, Mission Street from Steuart Street to San Jose Avenue in Daly City, and Otis Street from South Van Ness Avenue to 13th Street.
TTRP.22_1: 22 Fillmore – 16th Street (22 Fillmore)	16th Street from Church Street to Third Street. Bicycle lanes on 17th Street between Kansas and Mississippi Streets would be included as part of this proposal.
TTRP.28_1: 28 19th Ave – Richmond to Parkmerced (28 19th Avenue and 28L 19th Avenue Limited, M Ocean View)	Park Presidio Boulevard from Lake Street to Fulton Street, Park Presidio Bypass from Fulton Street to Crossover Drive, Crossover Drive from Park Presidio Bypass to Lincoln Way, and 19th Avenue from Lincoln Way to Junipero Serra Boulevard.
TTRP.30_1: 30 Stockton – Van Ness Avenue to Market Street (8X Bayshore Express, 30 Stockton, and 45 Union-Stockton)	Van Ness Avenue from Chestnut Street to North Point Street, North Point Street from Van Ness Avenue to Columbus Avenue, Columbus Avenue from North Point Street to Stockton Street, Stockton Street from Columbus Avenue to Market Street, Sutter Street from Stockton Street to Kearny Street, and Kearny Street from Sutter Street to Market Street.
TTRP.J: J Church –Church Street/Duboce Avenue intersection to Balboa Park (J Church)	Church Street from Duboce Avenue to 30th Street, 30th Street from Church Street to San Jose Avenue, and San Jose Avenue from 30th Street to Balboa Park Station.
TTRP.N: N Judah – Church Street/Duboce Avenue intersection to Ocean Beach (N Judah)	Judah Street from La Playa Street to Ninth Avenue, Ninth Avenue from Judah Street to Irving Street, Irving Street from Ninth Avenue to Arguello Boulevard, Carl Street from Arguello Boulevard to Clayton Street, and Duboce Avenue from Scott Street to Church Street.

Table 4 – TEP TTRP Program-level Proposals

Project Name (Affected Routes)	Project Description
TTRP.1: 1 California (1 California)	32nd Avenue from California Street to Geary Boulevard, Geary Boulevard from 32nd Avenue to 33rd Avenue, 33rd Avenue from Geary Boulevard to Clement Street, Clement Street from 33rd Avenue to 32nd Avenue, California Street from 32nd Avenue to Steiner St, Steiner Street from California Street to Sacramento Street, Sacramento Street from Steiner Street to Drumm Street, Gough Street from California Street to Clay Street, and Clay Street from Gough Street to Drumm Street.
TTRP.9: 9_1 San Bruno – Market Street to Silver Avenue (9 San Bruno, and 9L San Bruno Limited)	11th Street from Mission Street to Bryant Street, Division Street from Bryant Street to Potrero Avenue, Potrero Avenue from Division Street to Bayshore Boulevard, and Bayshore Boulevard from Jerrold Avenue to Silver Avenue.
TTRP.9: 9_2 San Bruno – Visitacion Avenue to Sunnydale Avenue (9 San Bruno, and 9L San Bruno Limited)	Bayshore Boulevard from Visitacion Avenue to Sunnydale Avenue, Sunnydale Avenue from Bayshore Boulevard to Schwerin Street, Schwerin Street from Sunnydale Avenue to Geneva Avenue, Geneva Avenue from Schwerin Street to Santos Street, Santos Street from Geneva Avenue to Sunnydale Avenue, and Sunnydale Avenue from Santos Street to 2055 Sunnydale Avenue.
TTRP.22_2: 22 Fillmore – Fillmore Street (22 Fillmore)	Fillmore Street from Marina Boulevard to Hermann Street, Hermann Street from Fillmore Street to Church Street, and Church Street from Hermann Street to 16th Street.
TTRP.28_2: 28 19th Ave – Lombard Street (28 19th Avenue)	Richardson Avenue from Lyon Street to Broderick Street, and Lombard Street from Broderick Street to Van Ness Avenue.
TTRP.30_2: 30 Stockton – Chestnut Street (30 Stockton and 30X Marina Express)	Broderick Street from Chestnut Street to Jefferson Street, Jefferson Street from Broderick Street to Divisadero Street, Divisadero Street from Jefferson Street to Chestnut Street, and Chestnut Street from Van Ness Avenue to Broderick Street.
TTRP.71: 71 Haight-Noriega – Great Highway to Market Street (6 Parnassus, 71 Haight-Noriega, 71L Haight-Noriega Limited)	Lower Great Highway from Noriega Street to Ortega Street, Ortega Street from 48th Avenue to 47th Avenue, 47th Avenue from Ortega Street to Noriega Street, Noriega Street from 48th Avenue to 22nd Avenue, 23rd Avenue from Noriega Street to Lincoln Way, 22nd Avenue from Noriega Street to Lincoln Way, Lincoln Way from 23rd Avenue to Arguello Boulevard, Frederick Street from Arguello Boulevard to Stanyan Street, Stanyan Street from Frederick Street to Haight Street, and Haight Street from Stanyan Street to Market Street
TTRP.K: K Ingleside – Ocean Avenue (K Ingleside)	Ocean Avenue from Junipero Serra Boulevard to San Jose Avenue.
TTRP.L: L Taraval – SF Zoo to West Portal Station (L Taraval)	47th Avenue from Vicente Street to Wawona Street, Wawona Street from 47th Avenue to 46th Avenue, Vicente Street from 47th Avenue to 46th Avenue, 46th Avenue from Wawona Street to Taraval Street, Taraval Street from 46th Avenue to 15th Avenue, 15th Avenue from Taraval Street to Ulloa Street, and Ulloa Street from 15th Avenue to West Portal Station.
TTRP.M: M Ocean View – West Portal Station to Balboa Park Station (M Ocean View)	19th Avenue from Junipero Serra Boulevard to Randolph Street, Randolph Street from 19th Avenue to Orizaba Avenue, Orizaba Avenue from Randolph Street to Broad Street, Broad Street from Orizaba Avenue to San Jose Avenue, and San Jose Avenue from Broad Street to Geneva Avenue.

APPROVALS REQUIRED

It is anticipated that the proposed TEP program of projects may require the following actions under existing regulations and ordinances, although approvals may vary depending on the specific project being considered:

Actions by the San Francisco Municipal Transportation Agency Board of Directors

- Approval of the Transit Effectiveness Project and approval to implement changes to each transit line and related construction.

Actions by the San Francisco Board of Supervisors

- May consider and reject route abandonments.

PROJECT SCHEDULE

It is anticipated that implementation of the TTRP would be phased between FY 2014 and FY2019, subject to funding availability. The service improvements are proposed to be implemented in two phases, pending resource availability in fiscal year (FY) 2014 and FY 2016. Overhead wire expansion would occur throughout the TEP implementation timeframe. TTPI are proposed to occur before FY 2016. Systemwide capital improvements would occur between FY 2014 and FY 2015.

POTENTIAL ENVIRONMENTAL ISSUES

The TEP program of projects could result in potentially significant environmental effects. An Initial Study will be prepared pursuant to *CEQA Guidelines* Section 15063 to identify any environmental effects determined not to be significant and to focus preparation of an EIR on those topics determined to be potentially significant. As required by CEQA, the EIR will examine those effects, identify mitigation measures, and analyze whether identified mitigation measures would reduce the environmental effect to a less-than-significant level. The EIR will include an analysis of alternatives to the program of projects, including a No Project Alternative.

CEQA allows different portions of a phased project, such as the TEP, to be analyzed at either a program level or a project level, depending on the extent of details that are known about a particular portion or phase of a project at the time the environmental review is conducted. A program-level analysis is useful in certain cases, because it provides the opportunity to evaluate the overall impacts of a proposed project, program, or plan for an area larger than is generally practical or appropriate for an individual site-specific project. It allows an agency to consider policy implications of area-wide mitigation measures earlier than with specific development proposals and provides an analysis of cumulative impacts on an area-wide basis. Portions of a proposed project for which detailed development plans are available at the time environmental review is prepared are analyzed at the project level whereas portions of a project for which less detail is known at the time the environmental review documents are prepared may be analyzed at the program level. For program-level components, further environmental review may be required at a later time when more refined information becomes available.

The service policy framework will be analyzed at a program level as a policy document that would guide the implementation and operation of the TEP program of projects. Enough detail is known regarding the TEP service improvements such that they will be evaluated at a project level for the purposes of CEQA. For some of the capital projects and TTRP proposals, design details have been developed and refined such that they will be analyzed a project level. However, the remaining capital projects and TTRP proposals will be reviewed at a program level. Subsequent project-level environmental review would be required for those capital projects and TTRP proposals once further design development and refinement occur and the designs have been finalized.

The comments received during the public scoping process will be considered during preparation of the Initial Study and EIR. Analyses will include evaluation of environmental impacts related to land use and land use planning, aesthetics, population and housing, cultural and paleontological resources, transportation and circulation, noise, air quality, greenhouse gas emissions, wind and shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural and forest resources. The environmental issues to be addressed are described briefly below.

LAND USE AND LAND USE PLANNING

The topic of Land Use and Land Use Planning will describe overall existing land uses and the potential land use conflicts and impacts to land use character in the vicinity of the proposed projects.

AESTHETICS

The topic of Aesthetics will include analysis of the proposed projects' potential impacts on existing scenic vistas and resources, public views, existing visual character or quality, as well as potential adverse effects from light and glare.

POPULATION AND HOUSING

The topic of Population and Housing will include analysis of the proposed projects' potential impacts related to population, employment, and housing.

CULTURAL AND PALEONTOLOGICAL RESOURCES

The topic of Cultural and Paleontological Resources will include analysis of the proposed projects' potential impacts on historic architectural resources and other off-site historic architectural resources. In addition, this topic will include evaluation of potential impacts to both prehistoric and historic archaeological and paleontological resources as a result of proposed construction activities.

TRANSPORTATION AND CIRCULATION

The topic of Transportation and Circulation will include analysis of the proposed projects' potential impacts on public transit, circulation, and intersection operations, and will qualitatively analyze impacts on pedestrian and bicycle conditions, emergency vehicle access and on-street loading. The EIR will also discuss short-term, construction-related transportation impacts. The City and County of San Francisco does not consider parking supply as part of the permanent physical environment and, therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. However, any secondary environmental effects of the proposed projects related to parking will be included in the analysis. For informational purposes, the EIR will present a parking analysis to inform the public and the decision-makers of any changes to parking conditions that could occur as a result of implementing the proposed projects.

NOISE

The topic of Noise will include analysis of noise compatibility standards for land uses, and discuss both the long-term operational impacts of noise and groundborne vibration based on typical Muni vehicle types, and short-term construction-related noise impacts on nearby receptors.

AIR QUALITY

The topic of Air Quality will include analysis of consistency with applicable air quality plans and standards, identification of elements of the proposed projects that could have potential air quality impacts, and evaluation of these impacts during construction and operations in accordance with current Bay Area Air Quality Management District CEQA Air Quality Guidelines.

GREENHOUSE GAS EMISSIONS

The topic of Greenhouse Gas Emissions will include analysis of the proposed projects' compliance with the City's Greenhouse Gas Reduction Strategy to determine impacts related to greenhouse gas emissions.

WIND AND SHADOW

The topic of Wind and Shadow will include evaluation of potential wind and shadow impacts on nearby sidewalks, parks, and open spaces, including those that are privately owned but publicly accessible, those under the jurisdiction of the Recreation and Park Commission, and those owned by other public agencies.

RECREATION

The topic of Recreation will include analysis of whether existing parks and open space would be affected by the proposed projects.

UTILITIES AND SERVICE SYSTEMS

The topic of Utilities and Service Systems will include analysis of the adequacy of water and sewer infrastructure to provide both potable water and sewage treatment, and will discuss disposal of solid waste that may be generated by the proposed projects. This topic will also include an assessment of whether the proposed program of projects would require the construction of new water, wastewater treatment, and/or stormwater drainage facilities, and if so, whether that construction could cause adverse environmental effects.

PUBLIC SERVICES

The topic of Public Services will include analysis of whether existing public services (e.g. schools, police and fire protection, etc.) would be affected by the proposed projects. The analysis will determine whether project implementation would result in an inability of service providers to maintain adequate levels of service (e.g. fire and police department response times), and/or in a need for new or expanded facilities, thereby resulting in significant environmental impacts related to public services.

BIOLOGICAL RESOURCES

The topic of Biological Resources will include analysis of any substantial adverse effect on important biological resources or habitats, such as trees or the movement of any native resident or migratory bird species. This topic will also include evaluation of whether the proposed projects would conflict with any local policies or regional, state or federal conservation plans.

GEOLOGY AND SOILS

The topic of Geology and Soils will include discussion regarding the geotechnical feasibility and any other geotechnical considerations related to implementation of the proposed projects. Potential substantial adverse effects from rupture of a known earthquake fault, strong seismic groundshaking, seismic-related ground failure or landslides, soil erosion, soil stability, and risks to life or property related to the proposed projects will also be discussed.

HYDROLOGY AND WATER QUALITY

Physical improvements included in the proposed projects may require excavation and disturbance of soils within areas draining to the combined sewer system or areas draining to the few separated storm sewer systems in the City. Procedures for addressing potential erosion and impacts on stormwater runoff in both types of areas will be described.

HAZARDS AND HAZARDOUS MATERIALS

The potential to encounter hazardous materials in soils or groundwater during construction of proposed improvements, including lead and other metals and petroleum hydrocarbons, is present along most roadways in the City. Some features in the proposed projects would require excavation and soil management and the potential effects of such activities will be discussed.

MINERAL AND ENERGY RESOURCES

The topic of Mineral and Energy Resources will include analysis of potential projects' impacts on existing mineral and energy resources.

AGRICULTURAL AND FOREST RESOURCES

The topic of Agricultural and Forest Resources will include analysis of potential projects' impacts on existing agricultural and forest resources on sites adjacent to capital project or Muni routes and corridors proposed to be changed.

OTHER ISSUES

Other topics required by CEQA, including growth-inducing impacts; significant unavoidable impacts, significant irreversible impacts; any known controversy associated with environmental effects, mitigation, or alternatives; and issues to be resolved by the decision-makers, will also be evaluated.

FINDING

This TEP program of projects may have a significant effect on the environment, and an Environmental Impact Report is required. This determination is based upon the criteria of the State *CEQA Guidelines*, Section15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed projects, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the TEP Program Preparation of an NOP and an EIR does not indicate a decision by the City to approve or disapprove the proposed projects. Prior to making any such decision, the decision-makers must review and consider the information contained in the EIR.

PUBLIC SCOPING PROCESS

Two public scoping meetings will be held to solicit input regarding the scope of the environmental analysis for the TEP program of projects. The scoping meetings will occur on Tuesday, December 6, 2011, and Wednesday, December 7, 2011 starting at 6:30 pm at the following location: One South Van Ness Avenue, 2nd Floor Atrium (corner of Market Street and South Van Ness Avenue). Translation services in Chinese and Spanish will be provided at these two meetings. American Sign Language interpreters, sound enhancement systems and/or language translators are available upon request by contacting Lulu Hwang at 415-558-6318 at least 72 hours prior to the meeting when the service is needed.

Written comments regarding the scope of the environmental analysis will be accepted at the San Francisco Planning Department until 5:00 p.m. on December 9, 2011. Written comments should be sent to Bill Wycko, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. If you work for a Responsible Agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

November 7, 2011
Date

Bill Wycko
Environmental Review Officer